

**VERSION WITH MARKINGS TO SHOW CHANGES MADE**

**Attorney Docket No. 124-00105**

**In the specification:**

Please add the following paragraph at page 1, between the title and the first line of text as follows:

**CROSS REFERENCE TO RELATED APPLICATION**

The present application is the U.S. national stage application of International Application PCT/GB00/00868, filed March 9, 2000, which international application was published on September 14, 2000 as International Publication WO 00/53487 in the English language. The International Application claims priority of British Patent Application 9905427.2, filed March 9, 1999.

**SUMMARY OF THE INVENTION**

Before the paragraph beginning at line 1 of page 3 insert the following:

**BRIEF DESCRIPTION OF THE INVENTION**

Before the paragraph beginning at line 6 of page 6 insert the following:

**BRIEF DESCRIPTION OF THE DRAWING**

**In the claims:**

Claim 1 has been amended as follows:

1. (amended) A hull (1) for a water craft, wherein the centereentre of gravity (Cg) of the hull is substantially vertically aligned with the centereentre of hydrodynamic lift (Cp) of a lifting surface of the hull, both at lift-off speed and at design speed; characterised in that the aspect ratio (S2/A) of the wetted hull (1) at design speed is  
5 in the range of 2.5 to 5.0.

Claim 2 has been amended as follows:

2. (amended) A hull according to claim 1, wherein the ~~centereentre~~ of gravity (Cg) and ~~centereentre~~ of hydrodynamic lift (Cp) are substantially vertically aligned at all hull speeds between lift-off and design speed and above.

Claim 3 has been amended as follows:

3. (amended) A hull according to ~~claim 1 or~~ claim 2, wherein the ~~centereentre~~ of gravity (Cg) and ~~centereentre~~ of hydrodynamic lift are also substantially vertically aligned at hull speeds below liftoff.

Claim 4 has been amended as follows:

4. (amended) A hull according to ~~claim 1 any one of claims 1 to 3,~~ wherein the aspect ratio (S2/A) of the hull (1) at lift-off speed is in the range of 1.5 to 2.5.

Claim 5 has been amended as follows:

5. (amended) A hull according to ~~claim 1 any preceding claim,~~ wherein a leading edge (28) of the wetted area of the hull (1) at design speed is generally transverse to the direction of forward movement of the hull along at least a portion (12) of its length, whereby a spray sheet (26) which may be created by the hull, in use thereof, is projected generally forwards such that the craft rides over the spray sheet.

Claim 7 has been amended as follows:

7. (amended) A hull according to ~~claim 1 any preceding claim,~~ wherein the hull (1) is of generally delta-shape in plan view, comprising a central portion (1a) and two side wing portions (1b, 1c).

Claim 10 has been amended as follows:

10. (amended) A hull according to ~~claim 8 or~~ claim 9, wherein the hull is provided with two propellers (22, 22a) attached to the transom (3) of the central portion of the hull.

Claim 11 has been amended as follows:

11. (amended) A hull according to claim 8~~any of claims 8 to 10~~, further including an abruptly downswept trailing edge portion.

Claim 15 has been amended as follows:

15. (amended) A hull according to ~~claim 13 or~~ claim 14, wherein said flap means extends over the full width of the transom of the central portion of the hull and also extends across the full length of inner (6b, 6c) and trailing (7b, 7c) edges of each side wing portion (1b, 1c)~~(1b, 1e)~~ defining the open area (5) at the rear of the hull (1).

Claim 16 has been amended as follows:

16. (amended) A hull according to claim 13~~any of claims 13 to 15~~, wherein the chord of the flap means is variable.

Claim 17 has been amended as follows:

17. (amended) A hull according to claim 16~~24~~, wherein the chord of the flap means at the transom (3) of the central portion (1a) of the hull is independently variable of the chord of the flap means at the inner and trailing edges of the wing portions.

Claim 18 has been amended as follows:

18. (amended) A hull according to claim 7~~any of claims 7 to 17~~, wherein the central portion (1a) of the hull includes a nose portion (1d) which comprises a forward surface extending rearwardly and downwardly from a nose of the hull towards a trailing end portion of the central portion of the hull, and lightly cambered in longitudinal section thereof such that the angle (of said forward surface relative to the water surface, in uses of the hull, is progressively reduced along the length of said nose portion towards said trailing end portion of the hull.

Claim 19 has been amended as follows:

19. (amended) A hull according to claim 7~~any of claims 7 to 18~~, wherein each side wing portion (1b, 1c)~~(1b, 1c)~~ is lightly cambered in transverse cross-section thereof such that the angle of an underside (50b, 50c) of each side wing portion relative to the water surface is progressively reduced from a tip (10b, 10c) of the wing portion, along the transverse width of the wing portion, towards the central portion (1a) of the hull (1).

Claim 21 has been amended as follows:

21. (amended) A hull according to claim 7~~any of claims 7 to 20~~, wherein each side wing portion (1b, 1c) has an underside portion which is inclined to an underside (36) of the central portion (1a) of the hull at an angle (A) which is in the range of 2 to 10 degrees.

Claim 22 has been amended as follows:

22. (amended) A hull according to claim 1~~any preceding claim~~, further including a keel (50) extending downwardly from an underside of the hull and which is formed and arranged so that the centereentre of lateral resistance of the keel (50) is substantially vertically aligned with the centereentre of gravity (Cg) of the hull.

Claim 24 has been amended as follows:

24. (amended) A water craft incorporating a hull (1) according to claim 1~~any preceding claim~~.

Claim 26 has been amended as follows:

26. (amended) A water craft according to claim 25, wherein the hull (1) is also formed and arranged such that if the craft pitches such that the bow (32) of the craft lowers, the hydrodynamic centereentre of lift (Cp) of said lifting surface of the hull moves sharply forwards.